

CHINA



MAIL.

Established February, 1845.

With which is incorporated The "Hongkong Evening Mail and Shipping List." Published every Evening.

Vol. XXXIV. No. 4715. 號四十月八年八十七百八千一英

HONGKONG, WEDNESDAY, AUGUST 14, 1878.

日六十月七年寅戊

PRICE, \$24 PER ANNUM.

AGENTS FOR THE CHINA MAIL.

LONDON—F. ALGAR, 8, Clement's Lane, Lombard Street. GEORGE STREET, 80, Cornhill. GORDON & GORDON, Exchange Alley, E. C. BATES, HENDY & Co., 4, Old Jewry, E. C. SAMUEL DRACON & Co., 160 & 164, Leadenhall Street. **PARIS AND EUROPE**—LEON DE ROSNY, 18, Rue Monsieur, Paris. **NEW YORK**—ANDREW WIND, 133, Nassau Street. **AUSTRALIA, TASMANIA, AND NEW ZEALAND**—GORDON & GORDON, Melbourne and Sydney. **SAN FRANCISCO** and American Ports generally—BLAIR & BLACK, San Francisco. **SINGAPORE AND STRAITS**—SAYE & Co., Square, Singapore. C. HEINZEN & Co., Manila. **CHINA**—Macao, MESSRS A. A. DE MELO & Co. Swatow, CAMPBELL & Co. Amoy, WILSON, NICHOLS & Co. Foochow, HEDDER & Co. Shanghai, LANE, CRAWFORD & Co., and KNEELAND & WALKER, Yokohama, LANE, CRAWFORD & Co.

Banks.

HONGKONG & SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL, \$5,000,000 Dollars.
RESERVE FUND, \$5,000,000 Dollars.

COURT OF DIRECTORS.
Chairman—F. D. BARBER, Esq.
Deputy Chairman—W. H. FORBES, Esq.
E. K. BRILLIANT, Esq. ADAM LIND, Esq.
H. L. DALRYMPLE, Esq. WILHELM REINERS, Esq.
H. HOFFMANN, Esq. W. S. YOUNG, Esq.
Hon. W. KESWICK.

CHIEF MANAGER.
Hongkong, THOMAS JACKSON, Esq.
MANAGER.
Shanghai, EWEY CAMERON, Esq.
LONDON BANKERS.—London and County Bank.

HONGKONG.
INTEREST ALLOWED.
ON Current Deposit Account at the rate of 2 per cent. per annum on the daily balance.
For Fixed Deposits:—
For 3 months, 3 per cent. per annum.
" 6 " 4 " " "
" 12 " 5 " " "

LOCAL BILLS DISCOUNTED.
Credits granted on approved Securities, and every description of Banking and Exchange business transacted.
Drafts, granted on London, and the chief Commercial places in Europe, India, Australia, America, China and Japan.
T. JACKSON, Chief Manager.
Offices of the Corporation,
No. 1, Queen's Road East.
Hongkong, February 27, 1878.

ORIENTAL BANK CORPORATION.
(Incorporated by Royal Charter.)

RATES OF Interest allowed on Deposits.
At 3 months' notice 3% per annum.
" 6 " " 4% " "
" 12 " " 5% " "
D. A. J. GROMBIE, Acting Manager.
Oriental Bank Corporation,
Hongkong, July 1, 1878.

CHARTERED-BANK OF INDIA, AUSTRALIA, AND CHINA.

CAPITAL, £280,000.
RESERVE FUND, £150,000.

THE BANK OF ENGLAND.
THE CITY BANK.
THE NATIONAL BANK OF SCOTLAND.

THE BANK'S BRANCH in HONGKONG grants Drafts on London and the Chief Commercial places in Europe and the East; buys and receives for collection Bills of Exchange; and conducts all kinds of Banking and Exchange Business.

RATES OF INTEREST ALLOWED ON DEPOSITS.
ON CURRENT ACCOUNTS, 2 per cent. per annum on the daily balance.
ON FIXED DEPOSITS.
For 3 months, 3 per cent. per annum.
" 6 " 4 " " "
" 12 " 5 " " "

THE CHARTERED MERCANTILE BANK OF INDIA, LONDON AND CHINA.
(Incorporated by Royal Charter.)

CAPITAL, £780,000.
RESERVE FUND, £151,560.10.

THE BANK OF ENGLAND.
THE LONDON JOINT STOCK BANK.

RATES OF Interest allowed on Fixed Deposits.
For 3 months, 2 per cent. per annum.
" 6 " 3 " " "
" 12 " 4 " " "
Business conducted general Exchange Business, the Bank discounts local bills, payable in Hongkong, and makes advances on approved Banking Securities.
Present Rate of Discount, 5% per annum.
For approved short sight acceptances, 5% per annum.
Rates for Advances, according to terms required, may be ascertained on application.
H. E. NELSON, Manager.
Hongkong, August 1, 1878.

For Sale.

FOR SALE.

EX-LATE ARRIVALS.

CHUBB'S CASH AND DEED BOXES.
J. ROGERS & Sons' Celebrated CUTLERY.
MARTIN BROS. GENTS' DRESSING CASES.
WATERLOW'S & DE LA RUE'S STATIONERY.
BILLIARD CLOTHS, and BILLIARD CHALK.
BILLIARD CUE CEMENT and TIPS.
TABLE GLASSWARE & CROCKERY.
BRUSH-WARE of all kinds.
ALBUMS.

NOVELS, SCHOOL BOOKS, PRESENTATION BOOKS, &c.

FINE KENT HOPS.

CARBOLIC ACID.
CAUSTIC SODA.
CHLORIDE OF LIME.

CROSSE & BLACKWELL'S CELEBRATED HOUSEHOLD STORES.

California-SODA CRACKERS.
Family PIG PORK in kegs.
Family MESS BEEF in kegs.
Compressed CORNED BEEF.
Compressed OX TONGUES.
Compressed HAM.
BARCELONA and PEA NUTS, &c., &c., &c.

TEYSSONNEAU'S FRUITS, in BRANDY, NOYAU, and JUICE.
FRENCH JAMS and JELLIES.
"O. K." BOURBON WHISKY (Bottled by L. A. & Co.)
BASS'S ALE, in pints and qts., bottled by Cameron and Saunders.
GUINNESS'S STOUT, in pints and qts., bottled by E. J. Burke.
BARCLAY & PERKINS' PORTER, in Kilderkins and Hhds.
CLARET, in Cask.

LAMBERT, ATKINSON & CO.

JUST LANDED EX "NORMANBY."

FRESH APPLES, in good condition.

LANE, CRAWFORD & Co.

HONGKONG, August 10, 1878.

FOR SALE.

THE GENUINE APOLLINARIS WATER.

In Cases of 50 large Stone Bottles, \$9 per Case.
In Cases of 50 small Stone Bottles, \$6 per Case.
Ex Steamship "Asa."
TIVOLI BEER.
In Cases of 8 dozen White Pint Bottles, \$15 per Case.
WIELE & Co.

HONGKONG, August 6, 1878.

CHINA SUGAR REFINING COMPANY, LIMITED.

THIS REFINERY MANUFACTURES

LOAF SUGAR, (in 5, 10, and 15 lbs. Loaves.)

CUT LOAF SUGAR.

CUBE SUGAR (Lyle's Patent).

CRYSTALLIZED SUGAR, mark O. S. R. (in diamond) 4 IIII.

Fine WHITE SUGAR, mark C. S. R. (in diamond) 4 IIII.

Medium WHITE SUGAR, mark C. S. R. (in diamond) 4 IIII.

Fine YELLOW SUGAR, mark C. S. R. (in diamond) 4 IIII.

COFFEE SUGAR, mark O. S. R. (in diamond) 4 IIII.

GOLDEN SYRUP, SYRUP, and MOLASSES.

SPIRITS OF WINE and LAMP SPIRIT.

RUM, 45°, 30° O. P. and Naval.

ANIMAL CHARCOAL and DUST.

AMMONIACAL LIQUOR, from Bones.

BONE TAR (a preventive of white ants).

ROUGH BONE TALLOW.

Packed in Quantities and Packages to suit Customers.

Particulars and Prices on application to THE MANAGER, CHINA SUGAR REFINING CO., LIMITED, East Point, Hongkong.

March 8, 1878.

Auctions.

NOTICE.

THE Underigned have received instructions to sell by PUBLIC AUCTION, on the Premises, at Noon, on

TUESDAY,

the 20th of August next, all the VALUABLE LAND, HOUSES, &c., &c., situate at the Port of TAM-SUI, FORMOSA, and known as the PAOU-SHUN PROPERTY, in TWO LOTS.

Lot 1 Consisting of GODOWNS, DWELLING HOUSE, GARDENS, STABLING &c., &c.
Lot 2 a plot of UPLAND GROUND very suitable for building purposes.
For particulars of property, and terms of sale, apply to

ELLES & Co., Tam-sui.

For Sale.

FOR SALE.

LADIES' and GENTLEMEN'S RIDING WHIPS.

CARBOLIC ACID, the best disinfectant.

PORECLAIN ICE FITCHERS.

KEILLER'S DUNDEE MARMALADE.

FOSTER'S BOTTLED ALE and STOUT.

VEYRON'S CAFETIERES.

CURCUMA and ANET'S CLARETS.

BASS'S ALE and GUINNESS'S STOUT, bottled by Foster.

French JAMS.

Scotch OATMEAL.

FOSTER'S BOTTLED ALE and STOUT.

VEGETABLE, FLOWER and LAWN-GRASS SEED.

TEA TASTER'S CUPS, POTS, SCALES and TIME GLASSES.

FOSTER'S BOTTLED ALE and STOUT.

French SUMMER SHOES.

CHRISTY'S HATS.

BASS'S ALE and GUINNESS'S STOUT, bottled by Foster.

PEARL TOILET SOAP.

English HAMS.

FOSTER'S BOTTLED ALE and STOUT.

SPARKLING BURGUNDY.

CHOICE PORT for Invalids.

FOSTER'S BOTTLED ALE and STOUT.

CURACAO, MARASCHINO, and CHARTREUSE.

HENDRIKS' PERFUMERY.

BASS'S ALE, by Foster, highly recommended for purity, and the extreme Care used in Bottling.

LANE, CRAWFORD & Co.

HONGKONG, July 17, 1878.

SAYLE & Co.

VICTORIA EXCHANGE.

OUR ANNUAL SALE OF SURPLUS SUMMER STOCK will Commence on WEDNESDAY, August 7th, and be Continued for 25 DAYS ONLY.

MAGNIFICENT FANCY SILKS, Reduced to \$1.00 per Yard.

PLAIN COLOURED FRENCH SILKS, " 65 Cents.

BEST QUALITY JAPANESE SILKS, " 50 "

FANCY GRENADINE DRESS GOODS.

WHITE MUSLIN DRESS GOODS.

COLOURED MUSLIN DRESS GOODS.

LAWNS, HOLLANDS, GINGHAMS.

At Greatly Reduced Prices.

COTTON and THREAD HOSE,

HANDKERCHIEFS,

COLLARS and CUFFS,

At about Half-Price.

Trimmed and Untrimmed HATS and BONNETS.

FEATHERS, FLOWERS, LACE GOODS,

At less than Cost Price.

A Lot of HANDSOMELY TRIMMED French and English-made UNDER-LINEN, at One Quarter of former Prices.

A Lot of CORSETS, Best make and Shape, quite perfect at \$1.50.

15,000 Yards of REMNANTS, comprising:—FLANNELS, PRINTS, CALICOES, &c., &c., at ridiculously low prices.

A few Baskets of RIBBON REMNANTS, marked Exceedingly Cheap.

This EXTRAORDINARY SALE will terminate on September 1st. DRESS-MAKING and MILLINERY will be carried on as usual during the Sale.

SAYLE & Co., VICTORIA EXCHANGE.

Intimations.

HONGKONG & SHANGHAI BANKING CORPORATION.

NOTICE is hereby given, that the Ordinary Half-yearly MEETING of the SHAREHOLDERS in this CORPORATION will be Held at the CITY HALL, Hongkong, on THURSDAY, the 15th day of August next, at THREE O'CLOCK p.m., for the purpose of receiving the Reports of the Court of Directors, together with a Statement of Accounts to 30th June, 1878.

By Order of the Court of Directors,
T. JACKSON,
Chief Manager.

Hongkong, July 26, 1878.

HONGKONG & SHANGHAI BANKING CORPORATION.

NOTICE is hereby given, that the REGISTERS of SHARES of the CORPORATION will be CLOSED from SATURDAY, the 3rd, to THURSDAY, the 15th August next (both days inclusive), during which period no transfer of Shares can be registered.

By Order of the Court of Directors,
T. JACKSON,
Chief Manager.

Hongkong, July 26, 1878.

DENTAL NOTICE.

D. ROGERS begs to intimate that he has RETURNED, and is now ready to Receive Patients at No. 7, ARBUTHNOT ROAD.

Hongkong, July 4, 1878.

NOTICE.

ANY CLAIMS against the Dutch Steamship "STAD AMSTERDAM" must be sent in to the Undersigned before Noon on the 15th Instant, or they will not be recognized.

MELCHERS & Co., Agents.

Hongkong, August 13, 1878.

Shipping.

Steamers.

FOR SWATOW, AMOY & FOOOHOW.

The Steamship "DOUGLAS."

Captain PRYMAN, will be despatched for the above Ports on THURSDAY, the 15th Inst., at Noon.

For Freight or Passage, apply to DOUGLAS LARPAIK & Co.

Hongkong, August 12, 1878.

NOTICE.

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOT POSTE FRANCAIS.

The Company's Steamship "VOLGA."

Commandant ROLLAND, will be despatched for YOKOHAMA shortly after the arrival of the next French Mail.

H. DU POUY, Agent.

Hongkong, August 12, 1878.

NOTICE.

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOT POSTE FRANCAIS.

The Company's Steamship "TRAUADY."

Commandant GAUVAIN, will be despatched for SHANGHAI shortly after her arrival from Europe.

H. DU POUY, Agent.

Hongkong, August 12, 1878.

Sailing Vessels.

FOR LONDON.

The 41 British Clipper Ship "SIR HARRY PARKES."

S. CHAPMAN, Master, having the greater portion of her Cargo engaged, will meet with quick despatch.

For Freight, apply to MEYER & Co.

Hongkong, June 12, 1878.

FOR LONDON.

(To follow the "Sir Harry Parkes.") The S. L. I. British Ship "BETTY BIGLOW."

Ferguson, Master, will load here and have quick despatch.

For Freight, apply to MEYER & Co.

Hongkong, August 12, 1878.

FOR CALAO.

(If sufficient inducement offers.) The 41 British Ship "S. VAUGHAN."

H. POIRRE, Master, will load here and have quick despatch.

MEYER & Co., Agents.

Hongkong, August 12, 1878.

FOR VALPARAISO.

(If sufficient inducement offers.) The 41 British Ship "PER ARDUA."

ALEX. TAGGART, Master, will have quick despatch.

MEYER & Co., Agents.

Hongkong, August 12, 1878.

Shipping.

Sailing Vessels.

FOR NEW YORK.

The 41 British Barque "ATHENE," FINDLAY, Master, having the greater portion of her Cargo engaged, will load at this for the above Port, and have quick despatch.

For Freight, apply to OLYPHANT & Co.

Hongkong, August 13, 1878.

FOR MELBOURNE & SYDNEY.

The 41 British Barque "CHARLOTTE ANDREWS," ROGERS, Master, will load here, and have a quick despatch as above.

For Freight, apply to ROZARIO & Co.

Hongkong, July 16, 1878.

FOR SAN FRANCISCO.

The 41 American Ship "JOSEPHUS," ROGERS, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to RUSSELL & Co.

Hongkong, July 23, 1878.

FOR SAN FRANCISCO.

The 41 British Barque "SARAH BELL," DITCHBURN, Master, will load for the above Port, and will have quick despatch.

For Freight, apply to VOGEL, HAGEDORN & Co.

Hongkong, August 9, 1878.

FOR HONOLULU.

The 41 French Bark "MADELINE," PATEAU, Master, will load here for the above Port, and will have quick despatch.

NOTICES OF FIRMS.

NOTICE.

THE Interest and Responsibility of the late Mr. J. J. dos REMEDIOS in our Firm CEASED on the 31st July, 1878, Mr. AGOSTINHO GUILHERME ROMANO and Mr. ALEXANDRE ANTONIO dos REMEDIOS have this Day been admitted Partners therein.

Our Firm now consists of Mr. J. H. dos REMEDIOS, Mr. A. G. ROMANO, and Mr. A. dos REMEDIOS.

J. J. dos REMEDIOS & Co.

Hongkong, August 1, 1878. au9

NOTICE.

MR. CHARLES J. HIRST has been authorized to Sign our Firm per Incorporation.

HESSE & Co.

Hongkong, July 23, 1878. au23

NOTICE.

THE Interest and Responsibility of Mr. EDWARD CUNNINGHAM in our Firm in Hongkong and China, CEASED on the 31st December last.

RUSSELL & Co.

China, March 8, 1878. au8

NOTICE.

THE Interest and Responsibility of Mr. ARTHUR CHART in our Firm CEASED on the 31st December last.

J. INGLIS & Co.

Hongkong, June 13, 1878. del3

Intimations.

THE EQUITABLE LIFE ASSURANCE SOCIETY OF THE UNITED STATES.

HENRY B. HYDE, President.
J. W. ALEXANDER, Vice-President.
SAMUEL BORROW, Secretary.
A. A. HAYES, Jr., General Manager, for China and Japan.

PRINCIPAL OFFICE.

120, BROADWAY, NEW YORK.

Assets.....\$31,700,000
Surplus.....\$ 5,500,000

THE Undersigned having been appointed Agents in Hongkong, China, for the above Company, are prepared to accept Risks at greatly reduced rates and upon terms very favourable to the assured.

For full information and particulars, apply to

OLYPHANT & Co., Agents.

Hongkong, January 21, 1878.

NOTICE.

MR. H. SCHÜREN'S PHOTOGRAPHIC STUDIO.

IS NOW OPEN.

HOURS FOR SITTING: EVERY DAY FROM 7 TILL 10 O'CLOCK A.M.

MR. H. SCHÜREN respectfully requests all Persons desirous to have their Portraits, to notice well the earlier hours for sitting, as the only means to obtain, during the present Season, those fine half tints and details so much admired, especially in White Dresses. Photos taken after 10 o'clock a.m. cannot be guaranteed to be to every satisfaction.

The Atelier cannot be Open for more than Two Months.

NOVELTY.

MR. H. SCHÜREN'S NEW SALOON PICTURES.

THE FINEST PRESENTS TO BE CHOSEN.

No Really Elegant Drawing Room should be without them.

MR. SCHÜREN has much pleasure in introducing in this Colony, the new Style of Photos which undoubtedly will find admirers amongst the intelligent.

The new Saloon Picture is unrivalled for its effects in artistic lighting, and its beautiful details, especially for LADY'S EVENING DRESSES and every kind of EXQUISITE and FINE WHITE DRESSES.

Hongkong, July 19, 1878. au19

W. BALL.

CHINA DISPENSARY.

IMPORTER OF DRUGS, CHEMICALS, DRUGGISTS' Sundries, TOILET REQUISITES, PATENT MEDICINES AND PERFUMES.

Prescriptions Dispensed with Carefulness, and Prompt Attention.

PRAYA WEST, HONGKONG.

Near the Canton Steamer's Wharf. Hongkong, July 13, 1878.

Not Responsible for Debts.

Neither the Captain, the Agents, nor Owners will be Responsible for any Debt contracted by the Officers or Crew of the following Vessels, during their stay in Hongkong Harbour:—

ARVID LOWMYR, British barque, Captain B. Gales.—Vogel, Hagedorn & Co.
FORTINAY, British ship, Capt. G. B. Taylor.—Vogel, Hagedorn & Co.
BERTIE BROWLOW, British ship, Captain Ferguson.—Meyer & Co.
HAWKINS, British barque, Captain C. Mead.—Waler & Co.
ARABIA, British ship, Captain B. A. J. Klenoth.—P. & O. S. N. Co.
CITY OF SANTAGO, British steamer, Captain J. Peters.—Melchers & Co.
GLAMORGANSHIRE, British ship, Captain W. H. Riches.—Vogel, Hagedorn & Co.

NOTICES TO CONSIGNEES.

NOTICE TO CONSIGNEES.

FROM BOMBAY AND SINGAPORE.

THE S. S. *Speke* Hall having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods and Opium are being landed by Messrs. NORTON & Co.—into Messrs. TURNER & Co.'s Praya Godowns, whence and/or from the Wharves or Boats delivery may be obtained.

Cargo remaining undelivered after the 16th Instant will be subject to rent.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by BIRLEY & Co.

Hongkong, August 6, 1878. au16

CONSIGNEES of Cargo per German Bark *MANILA* 11, GÖNNER, Master, from HAMBURG, are requested to take immediate delivery of their Goods from alongside the Vessel.

Cargo impeding the discharge will be landed and stored at Consignees' risk and expense.

Bills of Lading will be countersigned by Wm. PUSTAU & Co., Agents.

Hongkong, August 5, 1878.

BRITISH BARK DARTMOUTH, FROM LONDON.

THE above-named Vessel having arrived, Consignees of Cargo by her are requested to send in their Bills of Lading to the Undersigned for countersignature, and to take immediate delivery of their Goods.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

VOGEL, HAGEDORN & Co., Agents.

Hongkong, August 7, 1878.

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE TO CONSIGNEES.

CONSIGNEES of the following Cargo are requested to send in their Bills of Lading to the Undersigned for countersignature, and to take immediate delivery. This Cargo has been landed and stored at their risk and expense.

No Fire Insurance has been effected.

H. DE POUEY, Agent.

TH 1644, Mr. L. Thevenin, from 1 case Ink, to Marseilles.
Ex "Pei Ho".
B No. 419/21 Order, 15 Cases from Wine, to Marseilles.
Hongkong, July 27, 1878.

For Sale.

FOR SALE.

TWO AMERICAN and One ENGLISH Second-hand BILLIARD TABLES, with BALLS, CUES, LAMPS, &c., Complete.

Apply to D. NOWROJEE, Hongkong Hotel.

Hongkong, July 11, 1878. tl

NOW READY.

A CHINESE DICTIONARY IN THE CANTONESE DIALECT. Parts I. and II. A to M, with Introduction. Royal 8vo., pp. 404.—By ERNEST JOHN EITZEL, Ph.D. Tübingen.

Price: FIVE DOLLARS, or TWO DOLLARS AND A HALF per Part.

To be had from Messrs. LANE, CRAWFORD & Co., Hongkong and Shanghai; and Messrs. KELLY & WALSH, Shanghai.

Hongkong, March 1, 1878.

FOR SALE.

COKE and TAR in Quantities to suit Purchasers, at CHEAP RATES.

Apply to GAS COMPANY, West Point.

Hongkong, June 19, 1878. au19

To-day's Advertisements.

THE CHINA REVIEW

No. 1 OF VOL. VII.

WILL CONTAIN, AMONG OTHER ARTICLES, The Chinese in Borneo. Jottings from the Book of Rites. The Character "Fan." Sketches in the Life of K'ung Ming. &c., &c., &c.

China Mail Office, Hongkong, August 14, 1878

Accidental & Oriental Steam-Ship Company.

TAKING THROUGH CARGO AND PASSENGERS FOR THE UNITED STATES AND EUROPE.

IN CONNECTION WITH THE CENTRAL

UNION PACIFIC AND CONNECTING RAILROAD COMPANIES

AND ATLANTIC STEAMERS.

THE S. S. "BELGIC" will be despatched for San Francisco via Yokohama, on WEDNESDAY, the 11th September, at 8 p.m., taking Cargo and Passengers to Japan, the United States and Europe. Connection is made at Yokohama, with Steamers from Shanghai.

Freight will be received on Board until 4 p.m. of the 10th September. PARCEL PACKAGES will be received at the Office until 5 p.m. same day: all Parcel Packages should be marked to address in full; value of same to be required.

A REDUCTION is made on RETURN PASSENGER TICKETS.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 37, Queen's Road Central.

G. B. EMORY, Agent.

Hongkong, August 14, 1878. au14

To-day's Advertisements.

HONGKONG VOLUNTEERS.

ORDERLY ROOM, 14th August, 1878.

THE GUN DRILL PARADE ordered for Tuesday last, the 13th Instant, will take place TO-MORROW EVENING, weather permitting.

There will be BLANK FIRING.

(Signed) T. C. DEMPSTER, Captain 28th Regiment, Commandant H. K. V.

au15

GENERAL WEEKLY SALE.

LANE, CRAWFORD & Co. will sell by Public Auction, in their Sales Rooms, Praya, on

FRIDAY,

the 16th August, 1878, at Noon, An Assorted Invoice of SILBER Table, Hanging, and Hand LAMPS. 25 Doz. Towels, Toilet Soap, Clocks, Umbrellas, Accordions, Engravings, Morton's Sauces, Salad Oil, Macaroni, &c., &c.

Hongkong, August 14, 1878. au16

FOR FOCHOOW.

THE E. & A. M. S. Co. Ltd., Steamship "BRISBANE" will be despatched as above on FRIDAY, the 16th Instant, at Daylight. For Freight or Passage, apply to GIBB, LIVINGSTON & Co., Agents.

Hongkong, August 14, 1878. au16

FOR MANILA.

THE Steamship "ESMERALDA," CUTLER, Master, shortly due, will be despatched for the above Port on FRIDAY, the 16th Instant, at Noon.

For Freight or Passage, apply to RUSSELL & Co., Agents.

Hongkong, August 14, 1878. au16

FOR AMOY & TAMSUI.

THE Steamship "HAILONG," Captain Goode, will be despatched for the above Ports on SATURDAY, the 17th Inst., at Noon. For Freight or Passage, apply to DOUGLAS LAFRAIE & Co.

Hongkong, August 14, 1878. au17

FOR LONDON VIA SUEZ CANAL.

THE British Steamer "BEN LEDY," Captain BUCHANAN, will be despatched as above on or about the 22nd Instant.

For Freight or Passage, apply to GIBB, LIVINGSTON & Co.

Hongkong, August 14, 1878. tl

SHIPPING.

ARRIVALS.

Aug. 13, *Brisbane*, British steamer, 1700, J. A. Reddell, Sydney July 26, Cleveland Bay 80, and Cooktown Aug. 1, General.—GIBB, LIVINGSTON & Co.
Aug. 14, *Peiho*, French steamer, 2125, Pasqualini, Shanghai Aug. 11, Malle and General.—MESSAGERIES MARITIMES.
Aug. 14, *Fuyuen*, British steamer, 559, S. Ashton, Foochow Aug. 11, Amoy 12, and Swatow 13, General.—DOUGLAS LAFRAIE & Co.
Aug. 14, *Yungching*, Chinese steamer, 700, Wallace, Shanghai Aug. 10, General. C. M. S. N. Co.
Aug. 14, *Fuyuen*, Chinese steamer, from Canton.
Aug. 14, *Volga*, French steamer, 1000, Rolland, Yokohama Aug. 7, Malle and General.—MESSAGERIES MARITIMES.
Aug. 14, *Yotung*, British steamer, 286, S. W. Goggin, Swatow Aug. 13, General.—KWOK AHOONG.
Aug. 14, *Esmeralda*, British steamer, 395, Cullen, Amoy Aug. 13, General.—RUSSELL & Co.
Aug. 14, *Beethoven*, for Newchwang.
Aug. 14, *Albion*, for Yokohama.
Aug. 14, *Olympia*, for Swatow.
Aug. 14, *St. Idem*, for Hainan.
Aug. 14, *Fitzpatrick*, for Amoy.

CLEARED.

Wm. Phillips, for Nicolaefsk.
Per *Arctus*, for Valparaiso.
Frederick, for Newchwang.
Fuyuen, for Amoy.
Florence Nightingale, for Whampoa.

PASSENGERS.

Per *Brisbane*, from Melbourne, 12 Chinese; from Sydney, Lord R. Gower; from Cooktown, 2 Europeans steamer, and 172 Chinese.
Per *Peiho*, from Shanghai: for Hongkong, Messrs. H. Hansen and L. Hennig, and 9 Chinese; for Singapore, Mr. Gommerville; for Marseilles, Messrs. Rosenburg and T. Holm.
Per *Fuyuen*, from Coast Ports, Mrs. Carrow, Messrs. Mansfield and Lincoln.
Per *Volga*, from Yokohama, Mr. Doudebos, Mrs. Schumli, and Mrs. Jelowitz.
Per *Yungching*, from Shanghai, 50 Chinese.
Per *Yotung*, from Swatow, 1 European, and 27 Chinese.
Per *Esmeralda*, from Amoy, 71 Chinese.
DEPARTED.
Per *Albion*, for Holbow, Capt. Godall.
Per *Olympia*, for Swatow, 62 Chinese.
Per *Fitzpatrick*, for Amoy, 2 Chinese.
TO DEPART.
Per *Frederick*, for Newchwang, 1 Chinese.
Per *Fuyuen*, for Shanghai, 45 Chinese.
Per *Emmy*, for Amoy, 160 Chinese.

SHIPPING REPORTS.

The British steamer *Yotung* reports: Light variable winds and fine weather throughout.

The Chinese steamer *Yungching* reports: Left Shanghai on the 10th at 6.30 a.m. Light S.W. winds and fine to Pedro Blanco, thence equally with rain. Arrived at this port at 8 a.m. (14th).

The British steamer *Esmeralda* reports: Left Amoy on the 13th inst. Had variable winds and dirty weather throughout the passage.

The British steamer *Fuyuen* reports: Foochow to Amoy and Swatow light breeze

and fine weather. Swatow to Hongkong light variable winds with heavy rain squalls. In Foochow: S.S. *Benedi*, Argentine, Kjöbenhavn, and H.M.S. *Swinger*. Leaving for the 11th, *Passey* Kung-tung bound in. In Amoy: S.S. *Sign*, *Esmeralda*, Celestial, and H.M.S. *Groveler*. Passed a blue-funnel steamer bound in. In Swatow: S.S. *Chefoo*, and *Atalanta*. S.S. *Namoa* and *Yotung* left on 13th.

The E. & A. Co.'s S.S. *Brisbane*, J. A. Reddell, commander, arrived in Hongkong harbour on the 13th inst. Left Sydney at noon on the 26th July, arriving in Cleveland Bay at midnight 29th; left again at 2 p.m.; embarked passengers and proceeded at 4 a.m. 1st August. At 8 p.m. came to anchor off the Clarence Light Ship; proceeded at 4 a.m. 2nd, and anchored off Turtle Island at 8 p.m.; proceeded again at 4.30 a.m. 3rd. At 9.30 a.m. stopped and landed passengers and Mails at Goode Island, Torres Straits; proceeded at 10 a.m., Booby Island ahead at noon; passed Bird Island at 6 a.m. 6th Aug.; Basilian Straits at 4 p.m. 9th and arrived as above.

From Sydney to arrival fine weather throughout with light variable winds. Passed the S. S. *Ocean* on the 29th July in Whitunday passage bound for Sydney, and at 2 p.m. yesterday passed a large American vessel standing to the N.W., 15.10 N., 117.00 E., too far distant to distinguish signals.

POST OFFICE NOTIFICATIONS.

MAILS will close:—

For SWATOW, AMOY & FOCHOOW.—Per *Douglas*, at 11.30 a.m., on Thursday, the 16th inst.

For FOCHOOW.—Per *Brisbane*, at 5 p.m. To-morrow, the 15th inst.

For BANGKOK.—Per *Damby*, at 3.30 p.m., on Friday, the 16th inst.

For AMOY and TAMSUI.—Per *Bailong*, at noon, on Saturday, the 17th inst.

For SAIGON.—Per *Bellona*, at 4.30 p.m., on Monday, the 19th inst.

MAILS BY THE FRENCH PACKET.

The French Contract Packet *Peiho* will be despatched from Hongkong on SATURDAY, the 17th inst., with Mails to and through the United Kingdom and Europe, via Madras, Calcutta, Bombay, Aden, Suez, and Alexandria.

The following will be the hours of closing the Mails, &c.:—

Friday, 16th Instant.—5 p.m. Money Order Office closes. Post Office closes except the Night Box, which remains open all night.

Saturday, 17th Instant.—7 a.m. Post Office opens for sale of Stamps, Registry of Letters, and Posting of all correspondence.

10 a.m. Registry of Letters ceases.

11 a.m. Post Office closes except for Late Letters.

11.10 a.m. Letters (but Letters only) to be posted on payment of a Late Fee of 18 cents extra postage, until

11.30 a.m., when the Post Office Closes entirely.

Hongkong, August 3, 1878. au17

MAILS BY THE ENGLISH PACKET.

The English Contract Packet *Peking* will be despatched with the Mails for Europe, &c., on SATURDAY, the 24th August.

The following will be the hours of closing the Mails, &c.:—

Friday, 23rd August.—5 p.m. Money Order Office closes.

6 p.m. Post Office closes except the Night Box, which remains open all night.

Saturday, 24th August.—7 a.m. Post Office opens for sale of Stamps, Registry of Letters, and Posting of all correspondence.

10 a.m. Post Office closes except for Late Letters. Registry of Letters ceases.

10.15 a.m. Letters may be posted with a Late Fee of 18 cents extra postage till

11 a.m., when the Post Office Closes entirely.

11.30 a.m. Letters (but Letters only) addressed to the United Kingdom via *Brindisi*, or to Singapore, may be posted on board the Packet with a Late Fee of 48 cents extra postage, till

11.50 a.m., when the Mail is finally closed.

Hongkong, August 12, 1878. au24

MEMOS. FOR TO-MORROW.

Miscellaneous.

Claims against the *Stad Amsterdam* must be sent in to the Agents before Noon.

Shipping.

Noon.—*Douglas* leaves for Coast Ports.

Meeting.

3 p.m.—Meeting of Shareholders of the Hongkong and Shanghai Banking Corporation at the City Hall.

General Memoranda.

FRIDAY, August 16.—Daylight.—*Brisbane* leaves for Foochow. Noon.—*Esmeralda* leaves for Manila. Noon.—General Weekly Sale of Messrs. Lane, Crawford & Co. Goods per *Speke Hall* undelivered after this date subject to rent.

SATURDAY, August 17.—Noon.—French Mail leaves for Ports of Call and Europe. Noon.—*Hailong* leaves for Amoy, &c. 9 p.m.—Meeting of Perseverance Lodge.

MONDAY, August 19.—9 p.m.—Meeting of Victoria Lodge.

TUESDAY, August 20.—8 p.m.—Meeting of Shareholders of the Hongkong and Whampoa Dock Co., Limited, at Club Chambers.

SATURDAY, August 24.—Noon.—English Mail leaves for Ports of Call and Europe. 3 p.m.—American Mail leaves for Yokohama and San Francisco.

WEDNESDAY, September 11.—3 p.m.—Occidental & Oriental S. S. Co.'s Steamer leaves for Yokohama and San Francisco.

THE HONGKONG DISPENSARY.

Established A.D. 1841.

A. S. WATSON & Co., FAMILY & DISPENSING CHEMISTS, WHOLESALE AND RETAIL DRUGGISTS, IMPORTERS

OF DRUGGISTS' SUNDRIES, NURSERY REQUISITES, TOILET REQUISITES, ENGLISH, AMERICAN, AND FRENCH PATENT MEDICINES.

MANUFACTURERS OF

Soda Water, Lemonade, Tonic Water, Gingerale, Potass Water, Sarsaparilla Water, and other Aerated Waters.

The Manufacture is under direct and continuous European Supervision.

Hongkong, June 1, 1876.

The publication of this issue commenced at 7.00 p.m.

BIRTHS.

At Hankow, on 4th August, the Wife of WILLIAM GEORGE GRIFF, of a Son.

At Shanghai, on the 7th August, the Wife of H. J. LIMBY, of a Daughter.

DEATHS.

At Shanghai, on the 8th August, A. H. DE CARVALHO, in his 62nd year.

At Shanghai, on the 8th August, PAUL JENNY, the infant Daughter of David and Mathilde Fitz-Henry.

At Shanghai, on the 8th August, EDWARD D. BURRILL, I.M. Customs, aged 47 years.

At Shanghai, on the 8th August, suddenly, of heat apoplexy, Mr. JOHN PURSS CURMING MANFORD, of the Chartered Mercantile Bank, aged 29 years.

THE CHINA MAIL.

HONGKONG, WEDNESDAY, AUGUST 14, 1878.

THE *North China Daily News* gives publicity to a rumour, which, it says, has been some time in circulation, to the effect that Li Hung-chang, in conjunction with the China Merchants Steam Navigation Company, has determined to connect Taku and Tientsin by a railway, so as to avoid the tortuous and dangerous navigation of the Peiho river by the Company's steamers. "It is further said," adds our contemporary, "that the plan was agreed upon last year, but has been delayed in execution because it has been hoped that the plant of the condemned Shanghai and Woosung Railway could have been made partly available for the purpose. Failing in this, it is said to have been now determined to purchase new plant throughout, and to press forward with the new line as quickly as possible. Mr. Tong-kung-sing has been at the coal mines in the N.E. for some time, but he is expected to return to Tientsin shortly, when it is believed that immediate steps will be taken concerning the line." There is, it seems to us, nothing very improbable in the above story. It has yet to be shown that the Chinese authorities have any special and positive hostility to railways. The plea on which they so strenuously endeavoured to bring about the removal of the Woosung Railway was not that they objected to the introduction of railways into the country, but that the enterprise had been carried out in a surreptitious manner without proper official sanction, and that it infringed private rights. It is doubtless quite true that Li Hung-chang and his confederates did not view the undertaking very favourably, but it is reasonable to believe, at the same time, that one of the strongest incentives to the opposition exhibited by the Chinese Government towards the railway was a feeling that their dignity and rights had suffered in the affair. In the proposed tramway from the coal mines in the North, now probably in course of construction, the Chinese Government practically recognises the advantages of the railway to the country; indeed we are not quite certain the promoters of that enterprise do not contemplate using steam as the motive power on their line. If the high authorities of the kingdom once appreciate the fact that the steam engine would be one of the best means for developing the power and influence of the country, there is no reason for believing that they would not be as ready to set the iron horse at work as they have been to purchase foreign vessels of war, and other instruments of destruction, for enabling the empire to achieve that same power and influence in the comity of nations. The Chinese do not object to a steam engine because it is a steam engine; if they have any objection to steam engines and railroads, it is mainly because they do not properly appreciate their advantages, nor the fact that the strength of the country can never be developed without constantly increasing facilities for transport. The Woosung Railway must have done much to open the eyes of men like Li Hung-chang to these truths, and hence we are not surprised to learn that, under the auspices of that powerful official, a railway is to be once more set working in the country, this time under the sanction and approval of the Peking authorities. The only point we cannot understand and that tends to throw doubt on the rumour, is that the Woosung Railway was not utilised in this instance, seeing that, as our Shanghai contemporary understands the present project was in contemplation before the material of that undertaking was sent away to rot on the shores of Formosa.

REUTERS' TELEGRAMS.

[SUPPLIED TO THE "CHINA MAIL."] (By Southern Route.)

LONDON, 12th August, 1878.

H. N. S. Voorwaerts has been floated.

Salvet Pacha has been created a Knight Grand Commander of the Star of India.

The Porte agrees to grant concessions in the interest of Peace to Crete—but refuses to grant the demands of Greece.

The Austrian Army in Bosnia and Herzegovina has captured a Battalion of Turkish Troops of the Reserve. The Mohammedan Population in the Province of Batoum, amounting to 20,000, have assembled to resist the Russian occupation of that Port.

The Chancellor of the Exchequer, Sir Stafford Northcote, in reply to a question, said that the British Ironclad Squadron would quite the Sea of Marmora when the Russians evacuate the places now occupied by them.

LOCAL AND GENERAL.

The Principal Agent informs us that the M. M. S. S. *Iravaddy*, with the next French Mails, has left Saigon for this port to-day, at noon.

THE Elohe Challenge Shield has been won at Wimbledon this year by the Irish Team, with a score of 1610. English score, 1660; Scotch, 1652.

At the Marine Court to-day Kok Ju Ming, master of fishing junk *Kok Ju Ming*, was charged by Inspector Cameron with leaving the harbour of Victoria without a clearance, and the case was remanded until to-morrow at noon for the attendance of another Magistrate. Defendant was admitted to bail in \$10.

Now that there are some signs of the reconstruction of the Praya Wall being proceeded with, it would be an inestimable boon to those whose business calls them afloat (and their name is legion); if some attention were paid to providing proper landing places. There are at present scarcely half a dozen decent landings along the whole length of the Praya. This paucity of proper landings is a great source of annoyance, especially in bad weather, or when one is pressed for time, boats having often to pull up against a strong tide and heavy log of a sea in order to reach a spot at which passengers may stand a chance of landing without getting drenched, and the boats may escape being swamped. A greater number of landing places would prevent the crowding together of boats, which is at present such a noticeable feature along the sea wall, and the traffic could be better regulated.

AUSTRALIAN Shipping Notes.—The *Lorimer* (671 tons coal) and the *Annie Bow* left Newcastle on the 16th July, the *Leucadia* on the 17th July, all for this port. The S. S. *Kilmarney* left Newcastle for Petropaulovski, with 1600 tons coal, on the 16th July. The *Mary Mildred* sailed for Timor on the 20th, her ultimate destination being cold water thrown on their efforts by the

Kohama with 400 tons coal came day, and the *Salamis* for Shanghai on the 22nd.

The well-known ship *Yokohama* is to load at Sydney for Yokohama. The rates of freight offering for nearly all foreign ports have a downward tendency, and little or no business is being done. One or two medium-sized vessels could be placed for Hongkong, and tonnage is wanted for Galle. The quotations are:—Forein: San Francisco, 8s.; Hongkong, 17s.; Shanghai, 21s.; Yokohama, 19s.; Cebu, Manila, nominal; Batavia, 16s.; Bombay, 18s.; Singapore, 15s.; and Galle, 10s.

The following items are from the *Japan Gazette*:—The Belgian steamer *Perusia*, from Whampoa to Callao, has put into this port (Yokohama) to adjust her propeller.

The O. & O. steamer *Belgia* left San Francisco on the 1st instant, and is expected to arrive on the 21st.

Several Russian men-of-war on this station have long out-served their commission; and the peaceful prospects now fortunately open relieve them from a stay in these waters which has become monotonous and wearisome. The *Yadok*, which sailed a few days since, and the *Haydamak* at present in this port, have both received the welcome "route," and make their way home, by the Suez Canal, through the usual stages.

The following Notice to Mariners is published in last Saturday's *Gazette*:—Notice is hereby given, that a dangerous rocky patch exists in the fairway into Mirs Bay.

The following Magnetic bearings are from the:

Fung Head, N. 16° W.
South end of Basalt Island, N. 87° W.
East Nineteen Rock and
Nineteen in line,
North-east Head Tanaka, S. 25° W.
This patch, about 40 feet long by 30 feet broad, extends in a North-east direction with 6 fathoms of water on it at low water springs and 15 fathoms close to.

A WRITER in the *American Exporter*, a trade journal of the United States, recommends, on the authority of the U. S. Consul in Hongkong, the establishment of an American Bank in that port. The experiment might be worth trying. Let them try. An American Bank in Yokohama should be the next enterprise. What say ye, absent Vouillemont and Mammeldorf!—*Japan Gazette*.

THE U. S. Vice-Consul in charge at Hongkong writes to his Government that the direct trade with Hongkong is mainly for reshipment to other Chinese ports. There is a market for iron of all kinds, lead, quicksilver, ginseng, kerosene, flour and cotton manufactures. The Vice-Consul advises that American merchants open up a profitable iron market by sending out consignments, especially of nail and bar iron. The consumption is very large, and American brands and qualities need only to be known to create a demand for them. American banking facilities in the leading Chinese ports are greatly needed. The establishment of a bank at Hongkong or Shanghai, or both, would greatly advance American trade, by affording merchants quicker returns of invested capital, which now have to go through circuitous European channels.—*American Exporter*.

Police Intelligence.

(Before the Hon. C. May.)
August 14, 1878.

DRUNKENNESS. Matthew Murphy, marine U. S. S. *Ranger*, was fined 50 cents for the above offence.

STABBING CASE ON BOARD-SHIP. Richard Doherty, seaman American ship *S. R. Mead*, was charged with stabbing the Chief Officer, Mr. John Messer.

Complainant deposed:—The defendant was shipped at Yokohama about 3 months and a half back. At about 6 a.m. this day, the defendant and other seamen were hoisting the deck aft. I was on deck and I noticed that the defendant had been rubbing at one particular place for some time and was sitting down. I heard the 2nd officer tell the defendant quietly to get out of that, as he had been sitting down at that place long enough. The defendant got up muttering something, and then sat down alongside other men and began talking. I said, "Shut up, and go on with your work, don't prevent others working." The defendant said he would not shut up, and there was no one on board who could make him. The Captain hearing this came on deck, and asked what was the matter. I told the Captain what had occurred, and then took hold of the defendant in order to make him go to work at another place, when he grappled me, and we both rolled over once or twice in the sand with which we had been scrubbing. Whilst in this position I noticed that the defendant had an open sheath knife in his hand, and I called out to the 2nd officer, who took it from the defendant's hand, but not before he had inflicted a slight wound on the right side of my back.

By Defendant:—I did not strike you on the head with the piece of hoist-stones now in Court.

Charles Dixon, the master, gave corroborative evidence. He deposed that he told the defendant and the mate to stand up and have a fair fight.

Defendant said that he had a quarrel with the second officer about the work, and the chief mate said he would make him (defendant) work and strike him in the nose. They then closed, the chief mate struck him on the back of the head with a stone, whereupon he (defendant) drew a knife in self-defence.

Christian Thompson and Richard Geo. corroborated defendant's statement with regard to the chief mate having struck the first blow.

Two months' hard labour.

CHIEF OFFICER.

Lo Ahai and Wong Apo, hawkers, were charged with selling spirits to common board the Spanish steamer *Zamboanga*, without a license.

Captain Thompson deposed that, in consequence of what he heard, he went to the fore-castle and found one of the natives in possession of a square bottle of bad spirits. He noticed the defendants in a scurvy along-side of the ship. Messrs J. M. and P. E. Emanuel went on board the *Zamboanga*, and the former got into his steam launch and chased the defendants' boat, but in consequence of the boat dodging about he could not catch it. Mr. P. E.

Emanuel then got into a sampan, gave chase, and intercepted the defendants, who were subsequently handed over to the police.

Mr. J. M. Emanuel deposed that he was the proprietor of the Cosmopolitan Dock. Whilst passing the S. S. *Zamboanga* this morning in his steam-launch he, by the aid of his telescope, observed the defendants pass a square bottle on board the steamer. Witness went on board the *Zamboanga* and related to the Captain what he had seen, and the bottle was found in the fore-castle. It contained samshoo. Witness chased the defendants, and after some trouble he, with the assistance of another boat, succeeded in capturing them. One of the defendants jumped overboard and tried to escape. Defendants stated that they were asked to go on shore and buy some spirits and they did so. They denied having the spirits in the boat. One of the seamen of the *Zamboanga* disproved this statement, and defendants were sent to Gaol for six months with hard labour, in default of a fine of \$200.

HAWKERS.

Chun Ahai, a hawker, fined 10 cents.
Kwan Ahai, hawking salt fish in the streets, fined 25 cents.
Hong Acheung, hawking ducks in the streets, fined 20 cents.

FIGHTING.

Lan Anzo, a hawker, and Wong Ahai, a cook, fighting in the streets; 2nd defendant having a stone in his hand, with which he was beating his friend. 1st defendant fined 50 cents, 2nd fined \$1.

China.

Amoy.

We are given to understand that 3,400 piculs of coal, 7 piculs of copper and 49.78 piculs of iron have been saved by the natives of South Formosa (Kwa Leng Bay) from the wreck of the late ship *Forest Belle* and handed over to the authorities for adjustment and distribution. The adjudication is to be made by the Tactal and Consul according to American Admiralty principles. This is certainly an improvement on the old-fashioned manner of dealing with wrecks by the people of South Formosa, and gives promise of a better state of affairs in future.

The German brig *Carl Ludwig* which left the harbour yesterday morning (Aug. 13) with a cargo of sugar for Tientsin, was stranded on Marina reef (Six Island), the water being low, where she remained stationary. Fortunately there was no wind at the time, otherwise the danger would have been greater. Captain L. U. Bush kindly placed his gun-boat *Che-an*, at the disposal of the German Consul, and proceeded with Mr. Bismarck to the scene of the disaster, and the *Che-an* returned to port in the evening with the stranded vessel in tow, the tide having arisen sufficiently to float her off. We understand that the *Carl Ludwig* is to go into dock to be surveyed and repaired.

Last Freight Settlements.—*Nadeshda*, 4,600 piculs, hence to Tientsin and back, via Newchwang, 28 lay days, \$2,250.

Augusta Reimers, 4,700 piculs, same voyage, 30 lay days, \$2,350.

Carl Ludwig, 5,000 piculs, same voyage, 80 lay days, \$2,600.

Friedrich Perthes, 8,500 piculs, to Tientsin, 13 lay days, \$1,900.

Gothenburg, 8,400 piculs, Cebu and back, \$1,000, or Newchwang and back 22 lay days, \$1,400.

A Correspondent writes:—Robberies here have been very numerous of late. The latest was a remarkably bold attempt to rob a house without committing burglary. A gentleman the other evening, while performing on his pia o, happened to look behind him when he saw a long bamboo pole, on the end of which was a hook, and this hook was manoeuvring to pick up a watch on a table. The implement had been thrust through the window blinds. It was dropped by the manipulator, who being fleet of foot made good his escape.—*N. C. D. News*.

FOOCHOW.

(Herald, Aug. 8th.) The Chinese corvette *Yang Woo* is now moored alongside the Arsenal wharf at Amoy. Her guns and topmasts have, we hear, been removed—as a preliminary to a thorough overhauling on the patent slip of that establishment.

Up to yesterday afternoon all was quiet on the English Church Mission premises at Wu-shih-shan. But we understand that the enlightened gentry and so-called literati in and about the city are still industriously engaged in secretly plotting the destruction of the obnoxious building.

Owing to the distress in the North, the Canton Guild have, we understand, decided to forego the customary midsummer "Sung-Song" for this year. This has been desired by the local officials, who profess aversion to public entertainments in time of national trouble like the present.

The S. S. *Europe* arrived 3rd instant, from Shanghai, and reports having met with very heavy weather on the passage, in consequence of which it became necessary to lighten the vessel by throwing some of her deck cargo overboard. She also ran down a whale—the blades of the screw propeller absolutely cutting the monster in two. This incident caused some excitement on board—the first impression being that the vessel had struck a rock.

The heat at Shanghai has, we hear, been very oppressive, and several cases of sunstroke are reported. Old residents in the Model Settlement declare the present to be the hottest summer experienced for many years past. At Tientsin it has also been exceptionally hot, the thermometer ranging from 96° to 108° in the shade.

The following communication from Her Britannic Majesty's Consul, in reference to the Wu-shih-shan disturbances alluded to in our last issue, has been received:—

"British Consul."

"Foochow, 3rd August, 1878." "Her Majesty's Consul presents his compliments to the Editor of the *Foochow Herald*, and begs leave at once to correct the statement, made in the *Herald* of Thursday the 1st instant, with reference to the Mission premises, 'that at least one high Chinese official has given his consent to this meditated outrage.'"

"The truth is, that the Chinese authorities, high and low, have on the contrary been making every effort to calm popular irritation and to maintain the peace."

"It is regrettable that persons, when furnishing the Editor with items of news, do not in the first place make sure of the truth of their statements, since they help

to circulate false reports calculated to disturb the public mind, and to convey abroad erroneous impressions."

"The *Herald*, in an article on 'The Wu-shih-shan Difficulty,' vindicates the position it has taken up, and reasserts that the action or inaction of the native authorities clearly bears out its statements. It says, 'That at least one high Chinese official has allowed his name to be used in connection with the disgraceful proceedings under notice has been made so clear to our mind that we feel not the slightest hesitation in re-affirming our previous statement. The name of this official, and the circumstances under which the information concerning him were obtained, are, as already stated, withheld from our readers, for obvious reasons—the soundness of which will no doubt be fully understood.'—Ed. C.M.J."

SHANGHAI.

(News.)

The wrecked ship *Harlow*, together with her cargo of 1,100 tons of Wollongong coal, as she now lies on the North Bank, was yesterday sold by public auction, by Mr. E. W. Rice, for Tls. 65. It is said that Chinese have already stripped the wreck of everything they could get at, and no doubt this to a certain extent had the effect of lowering the price.

Captain Woolcott, commanding the P. & O. steamer *Pekin*, has kindly supplied us with a description of the typhoon he encountered during the passage from Hongkong. It is as follows:—At 0.30 a.m. on the 8th, we passed Turnabout with the wind fresh from N. and by E., but no indication of a typhoon. From that time until noon we passed several ships running with their fore and main sails set. At noon, finding the barometer going down slightly, and heavy rollers coming in from the eastward, causing ship to roll heavily, I headed her out to the eastward, eased the engines to dead slow, and waited for a change of wind, which would have indicated whether the storm was to the North or South, but it remained steady from the same quarter. I now furled all awnings, battened down the hatchways, and prepared the ship for the worst. At 2 p.m. it blew a hard gale from N. and by E., which increased up to 7 p.m., when it blew a perfect hurricane, with furious gusts and very confused sea. At 8 o'clock both the wind and sea decreased in violence. At 9 o'clock the wind fell light and hauled round to S. by E., and continued light until midnight, when a sudden and terrific gale came from the S.W.W., accompanied with blinding rain and spray, causing the ship to lay over on her port side at an angle of 35°. At 0.15 a.m. on the 9th, the main boat was washed clean away from the davits, and was by another sea washed half-way up the mizen rigging and landed on the quarter-deck. In the morning her anchor and chain were found on the top of the foremast davit, it having fallen out of her when up in the rigging. At the same time the gig was crushed against the davits, and the port cutter, although at the davit heads, was in a heavy lurch to port, filled, and had her bows rent open. The typhoon was at this time raging with terrific force, and the sea washing clean over the ship, she being quite at the mercy of the elements. Towards daylight the weather cleared up, but continued to blow a hard gale from the S.W. Examined ship fore and aft, and found a considerable quantity of water in the second class accommodation, and also in the purser's store on the port side. The lowest reading of the barometer was 28.64.

We are informed that Yang Yeh-hin, the actor who was so terribly tortured a few years ago for marrying a Mandarin's daughter, visited Shanghai during the present week, and advertised his willingness to accept an engagement to perform at one of the native theatres. This coming to the knowledge of the authorities, the unfortunate actor was again seized and thrown into prison. It is said that a foreigner, commiserating the poor fellow's position, managed, by becoming security, to procure his release, but only on the understanding that he would never be permitted to pursue his calling in Shanghai, and that he should instantly depart.

It is with regret that we have to record the death of another old resident of Shanghai, Mr. A. H. de Carvalho, the Acting Consul-General for Portugal. Deceased, who we believe had been ailing for some time, died at half-past three o'clock yesterday afternoon, in the sixty-second year of his age. He was one of the oldest residents, having arrived in Shanghai in the year 1857, commencing his career as printing manager of the *N. C. Herald* office. Deceased's obsequies will, we understand, be marked with more than usual solemnity. A requiem mass will be celebrated at eight o'clock this morning at St. Joseph's Cathedral, and the funeral procession will leave the Cathedral at six o'clock in the evening.

We hear that the two new steamers which have been built in England for the China Coast Steam Navigation Company—the *Shan-lee* and *Dona Isabel*—have left for Shanghai, the former on the 1st inst., and the latter on the 7th. The *Shan-lee* is said to be somewhat similar to the *Sin Nanking*, but with rather more beam, and more elaborately fitted. It is expected her accommodation for saloon passengers will be a great improvement, while her speed is represented to be superior to that of any other steamer at present on the Northern line.

The water mark at Hankow, when the *Kiangtuan* left on the 7th inst., was over 49 feet, and the water was still rising. The destruction caused by the floods is described as being very great. The foreign Settlement of Hankow is submerged, and with one exception the lower rooms of the houses and houses are flooded, and are uninhabitable in the upper storeys; while sampans and cargo boats navigate the Bund and streets. The flat outlying country is under as far as eye can reach on either side of the river from Hankow down to Wuhu, and the prospect is of a vast sea—marked contrast, indeed, to what it is in the season of the year when some of the steamers cannot proceed higher than Kiangkiang. The damage to the crops can be better imagined than described. It is thought the water has now reached its greatest height, and it is only to be hoped that it will subside quickly, to enable a second crop to be sown and garnered.

Japan.

(Gazette.)

The case of the emigrants who were to have left for Callao was not yet decided in a day or two, and we believe the claim of the agents against the Japanese Government is likely to be a large one.

None of these intending emigrants who had entered into a contract to proceed to Peru and remain for a definite period have left by the *Busan Maru*. Five Japanese emigrants took passage without entering into a contract, and of these, three went away yesterday morning, the other two remaining in connection with the forthcoming suit in the Tokio Saiban-sho.

(Mail.)

The Russian barque *Rurik*, which, as we remarked last week, was detained on account of diplomatic trouble having arisen, regarding the transport of Japanese emigrants to Peru, has left the port. One Japanese passenger only went in her—a gentleman travelling for his pleasure, and paying his own passage. The men under contract to the representative of a German firm there have been compelled by the native Government to break their contracts, and their expenses during detention having been paid for them, have now been dismissed to their homes, with a bonus of \$10 each presented to them by their paternal rulers. The question of compensation to the German merchant remains for decision, and we may have to refrain from further comment for the present, as it looks as if it would come sub judice.

THE LOSS OF THE GERMAN BARQUE "EMMA."

The following is a portion of the evidence taken before the Court of Enquiry at Amoy:—

W. J. Jorkelson, Master of British barque *The Goolwa*, examined:—At midnight on the 1st August, the weather was very dark and with a drizzling rain and occasional squalls. I took ship and stood for the S.W. wind about 8 S.E. with heavy southerly swell, up to 3 S.E. I heard a noise on deck, and jumped upon deck. I found the ship was kept off for a fishing junk that had no lights up, and we passed within half a cable's length from her. I then cautioned the mate, saying as I had done previously that night, to keep a sharp look out and told him to haul down top gallant and royal stay sails. I then went below again. At about 3 past three I heard a noise and ran on deck. I was met in the companion hatch by the eldest apprentice that had run down to call me. I felt a shock before I got on deck. I immediately ran forward and saw our jibboom and bowsprit over another ship's deck. I could not make out what rig she was at the time. I told the starboard watch to back the main yard and the port watch to let go jib halliards, fore royal and top sail halliards were let go by the run. I sent out to the other vessel to cut away our gear, but received no answer from her. I went with our carpenter and got hold of axes and choppers, gave them to my mates and told them to cut away everything forward, and sent the carpenter to sound the pumps and stay by pumps and let me know immediately she began to make water. I then went forward again and I ran against some Chinamen, passengers belonging to the vessel that we collided with. I went on top of the top gallant fore-castle and called out to the vessel to assist us to get clear. I received no answer, when I sang out again, "Is there no Master on board that vessel?" I got a reply "What do you want?" I again asked him to assist us to separate the vessels; the reply I got was "You won't leave us, we are making water." I replied "How can you think it possible for me to do such a thing? Only assist us to get clear and I will send you boats." Then I heard the Captain say in Danish to somebody:—"Never mind that, go and pack up. I will let you know before there's any danger." The Master of that vessel said something about a ledge, but my Mate got the order to drop the ledge over the stern previous to that. Our head gear had been cut and a strain came on the kedge rope, when the two vessels parted. I then lifted the main yard and slipped the catch rope until the vessel was a safe distance from the other vessel. I then hoisted our main yard aback and sent the life-boat with four hands to the assistance of the other vessel, which proved to be the German barque *Emma*. About 5 a.m. the Capt. and the crew left the *Emma*. As soon as he had come on board *The Goolwa* I asked him "Are you sure there is nobody left on board the *Emma*?" He said, "No, all her men were on board my ship," and the supercargo also said that all the passengers were saved. The *Emma* shortly after filled and sunk. I then examined the damage done to my ship, found all the head gear gone, cat head whiskers, fore-castle-rail carried away, stem split, cut-water knocked on one side; as I could not ascertain the extent of the damage under water, and the weather looking very threatening, I considered for the safety of the ship and cargo and all concerned to proceed into the nearest port; the ship being unmanageable without head-sails I shaped a course for Amoy, where I arrived on the 2nd at 4 a.m. I turned in at 1 a.m. leaving the deck in charge of the 1st Officer. Weather dark and misty with drizzling rain. Had been already 21 hours on deck. I consider the chief officer was a cautious man. When summoned on deck the first time I did not consider it necessary to remain. The bell is struck as a signal when the lights require trimming. It was not necessary to use a fog horn, it being sufficiently light to enable me to clear any vessel, properly lighted. Was close hauled on port tack at time of collision.

Edward Northcote, 1st Mate, examined:—I came on deck on the night of the 1st Aug. to tack ship with all hands at midnight. After the Capt. had put the ship about I completed trimming all sail and sent the starboard watch below. I then went aft to relieve the 2nd Mate, and received my orders from the Capt. before he went below. He told me to be particularly careful about the look-out, as there were several junk about and the night was very dark. He also told me to let him know if any change occurred in the weather. After he went below I went forward to ascertain who had the look-out, and to tell him to be very careful to keep a sharp look-out. About 3 o'clock he reported a junk right ahead. He had no lights and I had only just time to keep the ship off to clear him. About 3 o'clock I passed another one in a similar manner, both of them being reported by the man on the look-out. About half-past three I was standing aft on the lee side of the poop, looking forward to see if I could see anything, and after standing there a minute or two I thought I could make out some dark object on the lee bow; we were braced sharp up at the time on the port tack. I immediately ran forward and saw some object under sail, but not having any lights I could not tell which tack she was on. I immediately ordered the helm to be put hard up and the gaff top-sail to be hauled down, both of which orders were executed

at once. The wind was very light at the time with drizzling rain and misty and a heavy southerly swell. About a minute and a half after my first sighting the vessel the two vessels collided. After I had sighted the second junk I again went forward to caution the look-out, and he appeared to be using all due care to keep a sharp look-out. After I had given the order to put the helm hard up I asked the look-out if he could not see the object; his reply was, "Flow can I see her, Sir, when she has no lights and the weather is so thick?" Another member of the watch Wm. Hill was standing by me when I saw the object from forward; he also exclaimed "she has no lights," and if it is a junk "it is a very big one."

Captain H. J. Grav, master of the *Emma*, examined:—We left Amoy on the 31st July at 3 a.m. with harbour and sea pilot on board. About 9 a.m. we had to anchor for calms and light winds. In the afternoon about 1 p.m. we weighed again and stood out to sea: about 3 or 3.30 p.m. the sea pilot left us off Chai-chai rock. We had bearing of land till dark and after we had Chapel Island light in sight. We had it in the morning of the 1st we saw it last. The ship was going about S.E. by E. on star-board tack about 2½ knots an hour. At 8 o'clock we calculated to be about 17 miles off Chapel Island and it bore S.W. by W. At about 1 past 3 we saw a green light on our port bow, and about E. by S. We kept the ship on a wind as before till the light came nearer and we saw a sailing ship. When the vessel came close to us we could see that if she didn't bear off we could not clear each other. The other ship was bearing W. by S. by my calculation. When we saw we could not clear we put our helm hard a port and she came up to about S.S.E. The other vessel struck us right amidships. The jibboom was broken and fell down on our deck. Our foreyard broke, fore top gallant mast broke, fore top gallant yard came down. We halted the ship and asked what ship it was and got no answer till the Mate had sung out several times, and in about 15 minutes got an answer that it was "an Irish ship." At first when we struck there was nobody to be seen in the British ship, but after a while they came out away the head gear. We all tried what we could to get away and get the jibboom adrift. By globe lamp we found out what was the ship's name. After some time I asked the ship's Captain myself about the ship's name. He gave me the answer "Never mind the ship's name, let's get the ships clear. I shan't leave you till I see you are all right." The ship was then working with the ship's anchor and cathead and our bulwarks, and the outwater was cutting away the covering board and outside planking. At about 1 past four o'clock all the stanchions and bulwarks were cut away. The chain plates for main-rigging had all carried away. There was one topmast backstay, one gallant and royal backstay, we cut them away in the hope the other ship would go clear of us. The other ship was now working from our fore rigging to the poop and cleared away everything knocked down the bulwarks and cabin decks. I advised the Captain to let go an anchor and after a while the ships got clear of each other. We managed to get two boats overboard and a boat from the other ship was sent to our assistance. The ship had sunk far down already; we saw it sunk not far long before she would sink. We sent one of our boats over first with some private effects, chronometers; the boat came back again. When the ship was very near sinking down by the bow we left, with our boats and went to *The Goolwa*; after being a few minutes alongside *The Goolwa* the ship sunk.

By the Court:—Was on the after deck at the time of the collision. The other ship was about 1 mile to 1½ mile when first seen. About ½ of an hour elapsed between the time when they first saw *The Goolwa* and the collision. Had lights burning, called the Mate's attention to the fact that immediately after the collision the red light was burning. Cannot swear that the light was burning previous to the collision. Did not see the light of other ship till she was close to. Light was not reported when first sighted. Went on deck because heard a noise and on the way on deck was told: At the same time heard the order given to put the helm down. (Capt. of *The Goolwa* stated in evidence that when the Capt. of the *Emma* was requested to assist to clear the ship he told the men on board the *Emma* to go and pack up, he would let them know when there was any danger.) This statement is denied. The well was sounded and from a large hole in the ship's side, she seemed to be sinking. Half an hour previous to collision had been on deck and seen his own lights burning brightly.

By Defendant:—Lamp screens were hung on davits alongside of the cabin. Carried three boats, one on davits on port side. Foremast of this boat's davits is a little before the lamp davit, the after one is close to after part of the house.

By Court:—The boat was considerably above the lamp. The lights were about 6 feet from the main deck.—*Amoy Gazette*. [It will be remembered that the decision of the Naval Court was to the effect that the Captain of *The Goolwa* was entirely without blame in the matter of the collision.—Ed. C.M.]

Australian News.

By the arrival of the E. A. M. steamer *Brisbane*, Captain Reddell, we have Sydney papers to the 25th July, but our Cocktown files have not come to hand.

AUSTRALIAN TEAM V. CAMBRIDGE.

London, July 23.—The match was resumed to-day. The second innings of the Australian team closed for a total of 102. C. Bannerman scored 28; Horan, 24; Spofforth, 17; and Blackham, 13. A. Bannerman was unable to play. The match was won by the University team in one innings and 72 runs. The following are the complete scores:—

CAMBRIDGE UNIVERSITY.

First Innings.

Hon. A. Lyttelton	72
Whitefield	15
Hon. E. Lyttelton	13
A. Steel	63
L. K. Jarvis	23
D. Q. Steel	18
W. Bligh	21
P. H. Morton	12
Pigg	11
Ford	22
Wood	2
Sundries	15
Total	235

Second Innings.

Hon. A. Lyttelton	72
Whitefield	15
Hon. E. Lyttelton	13
A. Steel	63
L. K. Jarvis	23
D. Q. Steel	18
W. Bligh	21
P. H. Morton	12
Pigg	11
Ford	22
Wood	2
Sundries	15
Total	235

Third Innings.

Hon. A. Lyttelton	72
Whitefield	15
Hon. E. Lyttelton	13
A. Steel	63
L. K. Jarvis	23
D. Q. Steel	18
W. Bligh	21
P. H. Morton	12
Pigg	11
Ford	22
Wood	2
Sundries	15
Total	235

Fourth Innings.

Hon. A. Lyttelton	72
Whitefield	15
Hon. E. Lyttelton	13
A. Steel	63
L. K. Jarvis	23
D. Q. Steel	18
W. Bligh	21
P. H. Morton	12
Pigg	11
Ford	22
Wood	2
Sundries	15
Total	235

Fifth Innings.

Hon. A. Lyttelton	72
Whitefield	15
Hon. E. Lyttelton	13
A. Steel	63
L. K. Jarvis	23
D. Q. Steel	18
W. Bligh	21
P. H. Morton	12
Pigg	11
Ford	22
Wood	2
Sundries	15
Total	235

Sixth Innings.

Mails.

NOTICE.
COMPAGNIE DES MESSAGERIES MARITIMES.
PAQUEBOTS POSTE FRANÇAIS.

STEAM FOR
SAIGON, SINGAPORE, BATAVIA,
POINT DE GALLE,
ADEN, SUEZ, ISMAILIA, PORT SAID, NAPLES, AND MARSEILLES;
ALSO,
PONDICHERY, MADRAS, CALCUTTA AND BOMBAY.

ON SATURDAY, the 17th August, 1878, at Noon, the Company's S. S. **PEIHO**, Commandant PASQUALE, with MALES, PASSENGERS, SPOILS, and CARGO, will leave this Port for the above places.

Cargo and Spoils will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted until Noon.

Cargo will be received on board until 4 p.m., Spoils and Parcels until 3 p.m. on the 16th August, 1878. (Parcels are not to be sent on board; they must be left at the Agency's Office.)

Contents and value of Packages are required.

For further particulars, apply at the Company's Office.

H. DUPOUY, Agent.
Hongkong, August 7, 1878. au17



STEAM FOR
Singapore, Penang, Point de Galle, Aden, Suez, Malta, Brindisi, Ancona, Venice, Mediterranean Ports, Southampton, and London direct,
ALSO,
Bombay, Madras, Calcutta, and Australia.

THE PANISULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S Steamship **PEKI**, Captain W. Woodcock, will leave this on SATURDAY, the 24th August, at Noon.

For further Particulars, apply to
A. LIND, Superintendent.
Hongkong, August 12, 1878. au24

U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

THROUGH TO NEW YORK, VIA OVERLAND RAILWAYS, AND TOUCHING AT YOKOHAMA, AND SAN FRANCISCO.

THE U. S. Mail Steamer CITY OF PEKING will be despatched for San Francisco via Yokohama, on SATURDAY, the 24th Instant, at 3 o'clock p.m., taking Passengers, and Freight, for Japan, the United States, and Europe.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States via Overland Railways; to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America by the Company's and connecting Steamers.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers.

A REDUCTION OF TWENTY PER CENT on regular rates is granted to OFFICERS OF THE ARMY AND NAVY, AND MEMBERS OF THE CIVIL AND CONSULAR SERVICES IN COMMISSION.

Freight will be received on board until 4 p.m., of 23rd Instant. Parcel Packages will be received at the office until 5 p.m. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Overland Cargo should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 5, Praya Central.

RUSSELL & Co., Agents.
Hongkong, August 8, 1878. au24

AFONG, PHOTOGRAPHER,
by appointment, to
H. E. SIR ARTHUR KENNEDY,
H. E. ADMIRAL ALFRED P. RYDER,
and to
H. I. H. THE GRAND DUKE ALEXIS OF RUSSIA.

THE above has pleasure to inform the public of Hongkong that he has obtained the assistance of Mr. Griffith (for many years manager and principal operator to Mr. Saunders of Shanghai), and having carefully arranged the light of his New Studio and secured the newest and best appliances for obtaining the highest excellence in his work, he is now ready to produce all the latest Novelties in Photography Portraiture.—A large and varied Assortment of Views always ready. Superior Enlargements made at shortest notice.

Studio, QUEEN'S ROAD,
Nearly opposite The Hongkong Hotel.
Hongkong, July 8, 1878.

To Let.

TO LET.
THE COMMERCIOUS PREMISES, known as "DEWIL," SAYMOUR ROAD, at present in the occupation of the Hon. GEO. PHILLIPPO.

Apply to
LINSTEAD & Co.
Hongkong, August 6, 1878. au18

TO BE LET.
TWO Excellent STONE-FLOORED GODOWNS, on Marine Lot No. 10, Praya Central.

Apply to
TURNER & Co.
Hongkong, August 1, 1878.

TO LET.
A THREE-STORY DWELLING HOUSE, No. 113, Queen's Road East (Spring Gardens). Water laid on.

Apply to
D. NOWROJEE,
HONGKONG HOTEL.
Hongkong, July 25, 1878.

TO LET.
THREE OFFICES, in Club Chambers, THE BUNGALOW, No. 24, Gage St.

Apply to
DOUGLAS LAPRAK & Co.
Hongkong, July 12, 1878.

TO LET.
IN the Houses on MARINE LOT 65, formerly known as the Blue Houses, situated on Praya East.

HOUSE No. 2, Praya East. The basement, together with First Floor, or separate if desired, with possession on the 1st July.

HOUSE No. 3, Praya East. The whole House or in Flats, with possession on the 1st of August.

ALSO,
The DWELLING HOUSE to the Eastward of Pier at Wanchai. May be had as an entire Dwelling or in Apartments of two or three Rooms to suit convenience, with immediate possession. Fine spacious Verandah looking on to Harbour.

TO LET.
FIRST CLASS GRANITE GODOWNS, attached to Blue Houses at Wanchai, MARINE LOT 65.

For particulars, apply to
MEYER & Co.
Hongkong, June 21, 1878.

TO LET.
HOUSE No. 9, Queen's Road Central, with Godowns attached.

Houses No. 4, and 9, Seymour Terrace.

DAVID SASSOON, SONS & Co.
Hongkong, January 4, 1878.

Insurances.

THE SCOTTISH IMPERIAL INSURANCE COMPANY.

THE Undersigned having been appointed Agents in Hongkong for the above-named Company, are prepared to grant Policies against FIRE on Buildings and on Goods to the extent of \$50,000, at the usual Rates, subject to an immediate Discount of 20 per cent.

Attention is invited to a considerable reduction in Premium for Life Insurance in China.

MEYER & Co.
Hongkong, August 13, 1878.

QUEEN FIRE INSURANCE COMPANY.

THE Undersigned are prepared to grant Policies against FIRE to the extent of \$45,000 on Buildings, or on Goods stored therein, at current local rates, subject to a Discount of 20% on the Premium.

NORTON & Co., Agents.
Hongkong, January 1, 1874.

THE CHINA FIRE INSURANCE COMPANY, LIMITED.

HEAD OFFICE—HONGKONG.

AGENCIES at all the Treaty Ports of China and Japan, and at Singapore, Saigon and Penang.

Kinks accepted, and Policies of Insurance granted at the rates of Premium current at the above mentioned Ports.

NO CHARGE FOR POLICY FEES.

JAS. E. COUGHTRIE,
Secretary.

LANCASHIRE INSURANCE COMPANY.

(FIRE AND LIFE.)

CAPITAL—TWO MILLIONS STERLING.

THE Undersigned are prepared to grant Policies against the Risk of FIRE on Buildings or on Goods stored therein, on Goods on Board Vessels and on Hulls of Vessels in Harbour, at the usual Terms and Conditions.

Proposals for Life Assurances will be received, and transmitted to the Directors for their decision.

If required, protection will be granted on first class Lives up to £1000 on a Single Life.

For Rates of Premiums, forms of proposals or any other information, apply to
ARNHOLD, KARBURG & Co., Agents, Hongkong & Canton.
Hongkong, January 4, 1877.

Insurances.

YANGTZE INSURANCE ASSOCIATION.

CAPITAL—Fully Paid-up.....Tls. 420,000
PERMANENT RESERVE.....230,000
SPECIAL RESERVE FUND.....104,000

Total Capital and accumulations this date.....Tls. 754,000

Directors:
F. B. FORBES, Esq., Chairman.
M. P. EVANS, Esq., J. C. LUCAS, Esq.,
C. KREBS, Esq., W. M. MEYER, Esq.,
Messrs. RUSSELL & Co., Shanghai.
London Bankers:
Messrs. BARRING BROTHERS & Co.,
Agencies in:
HONGKONG, LONDON, SAN FRANCISCO, and the Principal Ports in the East.

POLICIES granted on Marine Risks to all parts of the World, at current rates.

Subject to a charge of 12% for interest on Shareholders' Capital, ALL THE PROFITS OF THE UNDERWRITING BUSINESS will be annually distributed among all Contributors of Business in proportion to the premium paid by them.

RUSSELL & Co., Agents.
Hongkong, May 10, 1878. ool

CHINESE INSURANCE COMPANY, (LIMITED.)

NOTICE.

POLICIES granted at current rates on Marine Risks to all parts of the World. In accordance with the Company's Articles of Association, Two Thirds of the Profits are distributed annually to Contributors, whether Shareholders or not, in proportion to the net amount of Premium contributed by each, the remaining third being carried to Reserve Fund.

OLYPHANT & Co., General Agents.
Hongkong, April 17, 1878.

ROYAL INSURANCE COMPANY.

THE Undersigned, Agents for the above Company, are prepared to grant Insurances at current rates.

MELOCHERS & Co., Agents, Royal Insurance Company.
Hongkong, October 27, 1874.

NORTH BRITISH & MERCANTILE INSURANCE COMPANY.

Incorporated by Royal Charter and Special Acts of Parliament.

ESTABLISHED 1809.
CAPITAL £2,000,000.

THE Undersigned, AGENTS at Hongkong for the above Company, are prepared to grant Policies against FIRE, to the extent of £10,000 on any Building, or on Merchandise in the same, at the usual Rates, subject to a discount of 20 per cent.

GILMAN & Co., Agents.
Hongkong, July 6, 1876.

THE LONDON ASSURANCE.

INCORPORATED BY ROYAL CHARTER of His Majesty King George The First, A. D. 1720.

THE Undersigned having been appointed Agents for the above Corporation are prepared to grant Insurances as follows:—

Marine Department.
Policies at current rates payable either here, in London or at the principal Ports of India, China and Australia.

Fire Department.
Policies issued for long or short periods at current rates. A discount of 20% allowed.

Life Department.
Policies issued for sums not exceeding £5,000 at reduced rates.

HOLLIDAY, WISE & Co.
Hongkong, July 25, 1872.

MANCHESTER FIRE ASSURANCE COMPANY OF MANCHESTER AND LONDON.

THE Undersigned have been appointed Agents for the above Company at Hongkong, Canton, Poochow, Shanghai and Hankow, and are prepared to grant Insurances at current rates.

HOLLIDAY, WISE & Co.
Hongkong, October 14, 1869.

SHEONG ON FIRE INSURANCE COMPANY, LIMITED.

CAPITAL ONE MILLION DOLLARS.

Directors:
Kwock ACHONG, Merchant.
Pang Yim, Merchant.
Lo Yim, of Hop Yik Chas, Merchant.
Lo Yim, of the Yee On Hong, Merchant.
Lee Sing, of Lee Hing Fung, Merchant.
Cheung Sing Yung, Merchant.
Ong Chai, Merchant.

Manager—HO AMEL.

POLICIES against FIRE granted on Buildings and on Goods stored therein at CURRENT RATES, subject to a Discount of 20% on the Premium.

OFFICE, Nos. 8 and 9, Praya West.
Hongkong, August 23, 1877. au24

Merchant Vessels in Hongkong Harbour.

Exclusively of late Arrivals and Departures reported to-day.

Vessel's Name.	Anchor.	Captain.	Flag and Rig.	Tons.	Date of Arrival.	Consignees or Agents.	Destination.	Remarks.
Steamers								
Zegean	5	c Stewart	Brit. str.	840	Aug. 9	Linstead & Co.	Yokohama & Higo	
Alverton	w	Darnell	Brit. str.	1086	July 23	Meyer & Co.	Yokohama & Higo	To-day
Bellona	4	c Ahrens	Ger. str.	749	Feb. 12	Wm. Pustau & Co.		
Bombay	2		Brit. str.	749	Feb. 12	Kwok Acheong		Laid up
Brisbane	5	c Reddell	Brit. str.	1700	Aug. 13	Gibb, Livingston & Co.		16th daylight
Danube	5	c Olanchy	Brit. str.	564	Aug. 7	Yuen Fat Hong		16th inst.
Douglas	5	c Pitman	Brit. str.	864	Aug. 10	Douglas Laprak & Co.		To-morrow
Empy	5	c Blanco	Span. str.	222	Aug. 12	Remedios & Co.		To-day
Fame	6	c Stopani	Brit. str.	117		B. K. & W'poa Dock Co.	Amoy and Manila	Tug Plying
Fitzpatrick	3	c Humphries	Brit. str.	597	April 18	Gea Chong Hong		To-day
Fuyew	4	c Crad	Chl. str.	920	Aug. 14	M. S. N. Co.		at daylight
Hailong	6	c Goods	Brit. str.	277	Aug. 13	Douglas Laprak & Co.		
Imbat	2	c Jones	Brit. str.	868	Aug. 6	Holliday, Wise & Co.		
Kienchow	2		Brit. str.			Kwok Acheong		K'loon Dock
Killamey	3	c O'Neill	Brit. str.	1060	Aug. 20	Gibb, Livingston & Co.		
Mayenne	3	k Yün Chun Yen	Anna. str.		June 20			
Norna	3	k Yün Chun Yen	Anna. str.	698	June 20			
Olympia	3	k Nagel	Ger. str.	777	Aug. 10	Kwok Acheong		
Paibo	5	c Pasqualini	Foh. str.	2125	Aug. 14	Messageries Maritimes	Swatow	To-day
Quinta	4	c Thomson	Foh. str.	874	Aug. 11	Sooy Shing	Marselles, &c.	Malls, 17th
Sea Gull	8	b Roberts	Amer. str.	48	July 18	W. H. Ray	Saloon	
Volga	5	c Rolland	Foh. str.	1000	Aug. 14	Messageries Maritimes	Yokohama	Malls
Yangtze	5	c Schultze	Brit. str.	782	June 28	Stemmen & Co.	K'loon Dock	
Yesso	5	k Ashton	Brit. str.	569	Aug. 14	Douglas Laprak & Co.		
Zamboanga	4	c Aranguren	Span. str.	651	July 29	Remedios & Co.	Coast Ports	
Sailing Vessels								
Albert Russell	3	c Carver	Amer. bge.	762	July 15	Vogel, Hagedorn & Co.		
Alce D. Cooper	5	k Humphrey	Amer. sh.	1363	July 24	Captain		
Alva	3	k Souza	Port. sh.	631	July 16	Brandao & Co.		
Annie Lorway	4	c Gales	Brit. bge.	762	May 27	Vogel, Hagedorn & Co.	London	
Arabis	3	c Klamath	Brit. sh.	1188	Aug. 2	P. & O. S. N. Co.		
Athene	3	c Findlay	Brit. bge.	605	July 16	Olyphant & Co.	New York	
Benefactor	3	c Hayden	Amer. bge.	596	Aug. 2	Russell & Co.		
Bertie Bigelow	3	c Ferguson	Brit. sh.	1142	July 28	Meyer & Co.	London	Wauchal Pier
Blanca Perla	2	k Tancred	Ital. bge.	666	Aug. 2	D. Musco & Co.		
Bua Oao	2	k Lange	Slam. bge.	838	July 28	Yuen Fat Hong		
Bua Pan	2	c Möller	Slam. sh.	574	July 29	Kin-ye-loong		
C. L. Pearson	3	c Swain	Amer. 3m. sh.	664	June 1	Vogel, Hagedorn & Co.	New York	
Ceylon	3	k Kelly	Amer. bge.	215	Aug. 3	Arnhold, Karberg & Co.		
Charlotte Andrews	3	c Place	Brit. bge.	356	June 19	Olyphant & Co.		
Cooran	2	c Jones	Amer. sh.	188	July 18	Rozario & Co.	Malbourne & Sydney	
Corrientes	2	c Jones	Brit. bge.	698	Aug. 1	Olyphant & Co.		
Dartmouth	2	k Robertson	Brit. bge.	915	Aug. 6	Vogel, Hagedorn & Co.		
Dirigo	3	c Staples	Amer. bge.	684	July 14	Vogel, Hagedorn & Co.	Hambury	
Echo	4	k Tozer	Brit. bge.	360	Aug. 4	Arnhold, Karberg & Co.		
Elizabeth	4	k Ohlsen	Ger. bge.	447	Aug. 4	Weier & Co.		
Elvetic	5	k Fondini	Ital. bge.	648	Aug. 2	D. Musco & Co.		
Florence Nightingale	4	k McIntyre	Brit. bge.	464	Aug. 8	Arnhold, Karberg & Co.	Newchwang	
Fontenay	6	c Taylor	Brit. sh.	635	July 22	Meyer & Co.		
Forward	2	k Vandervord	Brit. bge.	744	Aug. 11	Rozario & Co.		
Franklin	7	c Brunau	Foh. bge.	553	Aug. 2	Vogel, Hagedorn & Co.		
Friederich	4	k Dau	Ger. bge.	594	May 29	Wm. Pustau & Co.		
Glamorganshire	3	k McEachern	Brit. bge.	456	Aug. 2	H. Kier & Co.		
Glamorganshire	3	c Riches	Brit. sh.	771	Aug. 7	Vogel, Hagedorn & Co.		
Goliah	1	b Dentzau	Slam. bge.	542	July 11	Chinese		
H. Printzenberg	3	c Schoenemann	Ger. bge.	553	Aug. 8	Melchers & Co.		
Hawthorn	2	c Mead	Brit. bge.	286	Aug. 1	Wieler & Co.		
Highlander	1	k Hutchinson	Amer. sh.	1352	June 19	Captain		
Hiram Emery	2	k Wyman	Amer. bge.	699	July 12	Russell & Co.	Poochow	
Jessie Jamieson	4	c West	Brit. bge.	604	July 23	Douglas Laprak & Co.		
Josephus	3	c Rogers	Amer. sh.	1470	July 16	Russell & Co.	San Francisco	
Kate Tatham	2	c Pickett	Brit. bge.	275	July 8	Adamson, Bell & Co.		
Kenton	3	c Knowles	Amer. sh.	1418	Aug. 8	Vogel, Hagedorn & Co.	London	
Landseer	2	k Jones	Brit. sh.	880	July 28	Douglas Laprak & Co.		
Lodona	2	c Hudson	Amer. bge.	880	July 22	Meyer & Co.		
Lottie Moore	2	k Pateau	Foh. bge.	418	July 22	Vogel, Hagedorn & Co.	Honolulu	
Madeline	3	k Klinge	Brit. bge.	479	Aug. 11	Wieler & Co.		
Malvina	3	k Günner	Ger. bge.	615	Aug. 6	Wm. Pustau & Co.		
Manila I.	2	k Brechwaldt	Ger. bge.	358	Aug. 8	Wieler & Co.		
Marco Polo	3	k McKean	Brit. bge.	500	June 26	Rozario & Co.		
Marquis of Argyle	5	c Dexter	Brit. sh.	1174	Aug. 11	Order		
Mary Fraser	4	k Plumley	Brit. 3m. sh.	237	Aug. 4	Olyphant & Co.	Wellington, N.Z.	
May	2	c Taylor	Amer. sh.	1308	July 22	Butterfield & Swire		
McNear	2	c Biset	Brit. bge.	621	Aug. 1	Gibb, Livingston & Co.		
Moneta	1	k Michaelson	Slam. bge.	570	July 20	Chinese		
Morning Star	2	c Carson	Brit. bge.	549	May 29	Vogel, Hagedorn & Co.	London	
Moss Glen	3	c Windhorst	Ger. bge.	735	July 6	Melchers & Co.	Caliao	
Oscar	2	c Slose	Ger. bge.	891	Aug. 4	Stemmen & Co.		
Papa	4	c Christiansen	Ger. bge.	250	Aug. 4	Arnhold, Karberg & Co.		
Felhu	2	c Worthington	Brit. bge.	549	July 28	Melchers & Co.	Valparaiso	Cleared
Fenrith	2	c Taggart	Brit. bge.	789	June 14	Meyer & Co.		
Fer Ardua	2	c Schol	Brit. bge.	676	July 12	Wieler & Co.		
Phreton	2	c Jarack	Slam. bge.	465	Aug. 11	Kin-ye-loong		
Princess De Ma De	6	k Jansell	Brit. sh.	1628	July 30	Messageries Maritimes		
Princess Amadeo	2	c Moore	Brit. sh.	1302	Aug. 29	Olyphant & Co.		
Princess Louis	7	k Hushwing	Slam. bge.	462	Aug. 6	Chinese		
Rapide	3	c Porter	Brit. sh.	840	July 26	Meyer & Co.		
S. Vaughan	4	k Ditchburn	Brit. bge.	912	July 15	Vogel, Hagedorn & Co.	Caliao	
Sarah Bell	3	c Williams	Amer. bge.	702	May 12	Vogel, Hagedorn & Co.	San Francisco	
Silas Fish	4	c French	Brit. sh.	1161	May 27	Vogel, Hagedorn & Co.	New York	
Sir Charles Napier	3	c Chapman	Brit. sh.	816	May 22	Vogel, Hagedorn & Co.	San Francisco	
St. Anne	4	k Kadene	Foh. bge.	287	Aug. 7	Carlowitz & Co.	London	
St. Ideau	2	c Durand	Foh. bge.	388	Aug. 11	Carlowitz & Co.		
Sto. Adresse	1	k Leroy	Fch. bge.	500	Aug. 7	Russell & Co.	Mentain	Cleared
Sumatra	3	k Clough	Amer. sh.	1000	Sept. 6	Russell & Co.		
Summer R. Mead	4	k Dixon	Amer. sh.	1117	July 15	Russell & Co.		
Ta Hong Kong	1	c Buttmann	Slam. sh.	636	Aug. 6	Yuen Fat Hong		
Tahton	4	k Armstrong	Brit. sh.	687	Aug. 4	Stemmen & Co.		
Tay Watt	1	k d'Argence	Slam. bge.	1000	Aug. 8	Chinese		
The Tweed	7	c Blee	Brit. sh.	1745	July 15	Gibb, Livingston & Co.		
Thoon Kramon	2	c Vorrath	Slam. bge.	474	July 29	Stemmen & Co.		
Thyburnia	4	k Ribeiro	Brit. bge.	948	June 19	Olyphant & Co.		
Thyburnia	4	k Ribeiro	Port. bge.	402	Aug. 7	Remedios & Co.		
William Phillips	3	k Healy	Amer. bktime.	592	Aug. 2	Russell & Co.	Nicolaiefsk	Cleared
William Turner	4	k Vandervord	Brit. bge.	431	Aug. 4	Rozario & Co.		
WHAMPOA								
Charité		Herré	Fch. bge.	256	Aug. 8	Carlowitz & Co.	Tientsin	
Christian		Kosow	Ger. bge.	280	Aug. 12	Wieler & Co.	Tientsin	
Debecca		Thomson	Ger. bg.	286	Aug. 8	Wm. Pustau & Co.		
CANTON								
Chinkiang		Orr	Brit. str.	799	Aug. 12	Stemmen & Co.	Shanghai	
Chinghing		Wallace	Chl. str.	661	Aug. 14	M. S. N. Co.	Shanghai	